

J00A01
The Secretary's Office
Maryland Department of Transportation

Operating Budget Data

(\$ in Thousands)

| | <u>FY 12 Actual</u> | <u>FY 13 Working</u> | <u>FY 14 Allowance</u> | <u>FY 13-14 Change</u> | <u>% Change Prior Year</u> |
|--------------------------------------|--------------------------------|---------------------------------|-----------------------------------|-----------------------------------|---------------------------------------|
| Special Fund | \$63,145 | \$70,221 | \$70,923 | \$701 | 1.0% |
| Contingent & Back of Bill Reductions | 0 | 0 | -59 | -59 | |
| Adjusted Special Fund | \$63,145 | \$70,221 | \$70,863 | \$642 | 0.9% |
| Federal Fund | 8,237 | 9,300 | 9,089 | -212 | -2.3% |
| Adjusted Federal Fund | \$8,237 | \$9,300 | \$9,089 | -\$212 | -2.3% |
| Adjusted Grand Total | \$71,382 | \$79,522 | \$79,952 | \$431 | 0.5% |

- The fiscal 2014 allowance increases by \$431,000 over the current year working appropriation, representing a 0.5% increase.

PAYGO Capital Budget Data

(\$ in Thousands)

| | <u>Fiscal 2012 Actual</u> | <u>Legislative</u> | <u>Fiscal 2013 Working</u> | <u>Fiscal 2014 Allowance</u> |
|--------------|--------------------------------------|---------------------------|---------------------------------------|---|
| Special | \$27,074 | \$48,844 | \$73,043 | \$76,421 |
| Federal | \$0 | \$20,000 | \$14,050 | \$24,000 |
| Reimbursable | \$72 | \$0 | \$0 | \$0 |
| Total | \$27,147 | \$68,844 | \$87,093 | \$100,421 |

Note: Numbers may not sum to total due to rounding.

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- The fiscal 2013 working appropriation increases \$18.3 million. Some of the larger changes include \$8.0 million increase for the Virginia Manor Road reconstruction; \$10 million decrease for development and evaluation of the new Baltimore & Potomac tunnel; and \$19 million increase in system preservation and minor project funding.
- The fiscal 2014 allowance increases \$13.3 million over the current year working appropriation. Some of the larger changes include \$15.0 million increase for the new Baltimore Rail Intermodal Facility project; \$15.4 million new transportation grants to municipalities; \$16.0 million decrease for the Virginia Manor Road reconstruction; \$10.0 million increase for development and evaluation of the new Baltimore & Potomac tunnel; and \$16.6 million decrease for system preservation and minor projects.

Operating and PAYGO Personnel Data

| | <u>FY 12 Actual</u> | <u>FY 13 Working</u> | <u>FY 14 Allowance</u> | <u>FY 13-14 Change</u> |
|------------------------------------|--------------------------------|---------------------------------|-----------------------------------|-----------------------------------|
| Regular Operating Budget Positions | 293.00 | 293.00 | 293.00 | 0.00 |
| Regular PAYGO Budget Positions | <u>16.00</u> | <u>16.00</u> | <u>16.00</u> | <u>0.00</u> |
| Total Regular Positions | 309.00 | 309.00 | 309.00 | 0.00 |
| Operating Budget FTEs | 4.50 | 5.50 | 5.50 | 0.00 |
| PAYGO Budget FTEs | <u>3.00</u> | <u>2.00</u> | <u>2.00</u> | <u>0.00</u> |
| Total FTEs | 7.50 | 7.50 | 7.50 | 0.00 |
| Total Personnel | 316.50 | 316.50 | 316.50 | 0.00 |

Vacancy Data: Regular Positions

| | | |
|---|-------|-------|
| Turnover and Necessary Vacancies, Excluding New Positions | 13.60 | 4.40% |
| Positions and Percentage Vacant as of 12/31/12 | 20.50 | 6.63% |

- The number of both regular and contractual positions remains unchanged from the fiscal 2012 actual budget through the fiscal 2014 allowance.

Analysis in Brief

Major Trends

Productivity and Quality – Recruit and Retain Quality Employees: The number of filled positions across all modes decreased by 56 between January 1, 2012 and January 1, 2013. The two largest decreases occurred in the State Highway Administration (27.5) and the Motor Vehicle Administration (14.0).

Preserve and Enhance the Transportation System: One of the goals of the Secretary's Office (TSO) is to ensure the operational integrity of the transportation network. As part of this effort, TSO has a goal to fund system preservation at no less than \$850 million in fiscal 2013. This level of funding was exceeded in fiscal 2010 but was not met in fiscal 2011 or 2012. The goal is expected to be exceeded in the current year and in fiscal 2014, but for the remaining forecast period of the *Consolidated Transportation Program*, system preservation funding is projected at an average annual amount of \$792.3 million, well short of the funding goal. **The Maryland Department of Transportation (MDOT) should discuss the impact that reduced system preservation funding would have on the transportation network and its users should the lower forecasted funding levels come to pass.**

Issues

Plan for Intermodal Facility Moves Forward at New Location: MDOT and CSX identified a new site in Baltimore City to build a rail intermodal facility. The estimated cost of the project is \$90 million to \$95 million – substantially less than the estimated cost at other candidate locations. The planning process is underway, and the facility is expected to be complete in May 2015. **MDOT should update the committees on the current status of this project.**

Operating Budget Recommended Actions

1. Add annual budget language capping the amount of special fund operating grants-in-aid.

PAYGO Budget Recommended Actions

Funds

1. Strike language making a contingent appropriation for transportation grants to municipal governments.
 2. Add annual language limiting system preservation and minor project funding to the projects identified in the Consolidated Transportation Program.
 3. Delete funding for transportation grants to municipal governments. \$ 15,379,979
 4. Adopt committee narrative requesting status reports on the Baltimore Rail Intermodal Facility as the project progresses.
- Total Reductions** **\$ 15,379,979**

Updates

Update on Transit-oriented Development Projects: The Office of Real Estate in TSO is responsible for disposing of excess land owned by MDOT as well as promoting development around transit stations and port-related development. The Department of Legislative Services and MDOT developed an administrative process for the reporting and oversight for transit-oriented development (TOD) projects. MDOT submitted a report in September 2012 that highlighted a number of TOD projects.

J00A01
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Maryland Department of Transportation

Budget Analysis

Program Description

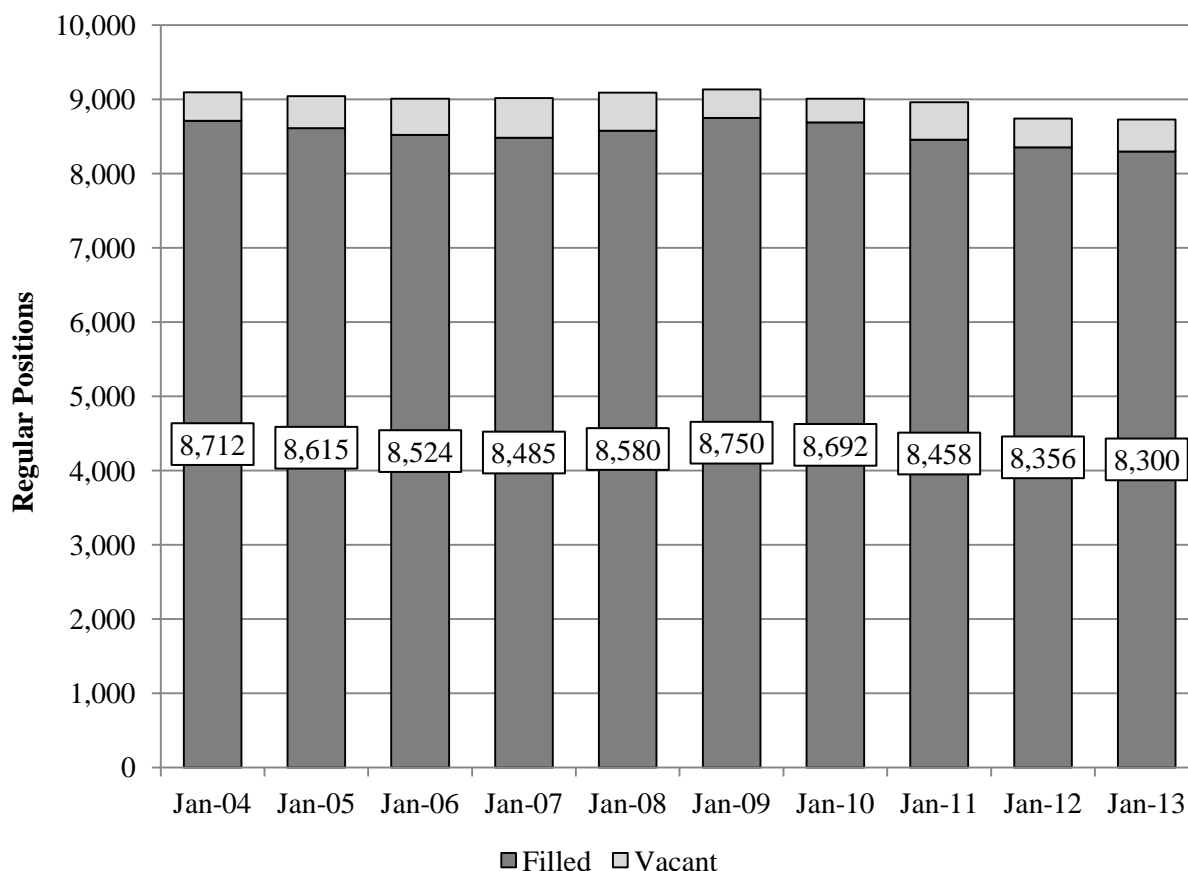
The Secretary's Office (TSO) provides overall policy direction and management to the Maryland Department of Transportation (MDOT). Units within the office provide support in the areas of finance, procurement, engineering, audits, administrative services, planning and capital programming, human resources, and Minority Business Enterprise certification. Executive staff support is also provided for management services, public affairs, the general counsel's office, and policy and governmental relations. Within TSO, the Office of Transportation Technology Services provides centralized computing, network, infrastructure, and general information technology services for MDOT. TSO also makes grants to various entities for transportation-related purposes.

Performance Analysis: Managing for Results

1. Productivity and Quality – Recruit and Retain Quality Employees

One of MDOT's departmentwide goals is to recruit and retain quality employees. **Exhibit 1** shows the number of filled and vacant positions for all modes on January 1 of each year from 2004 to 2013. Total authorized positions decreased by a net 13.5 between January 1, 2012, and January 1, 2013. The number of filled positions decreased by 56.0 during this period. Two modes account for nearly three quarters of the reduction in filled positions: the State Highway Administration (SHA) had 27.5 fewer positions and the Motor Vehicle Administration had 14 fewer.

Exhibit 1
Departmentwide Filled and Vacant Positions
On January 1, 2004-2013

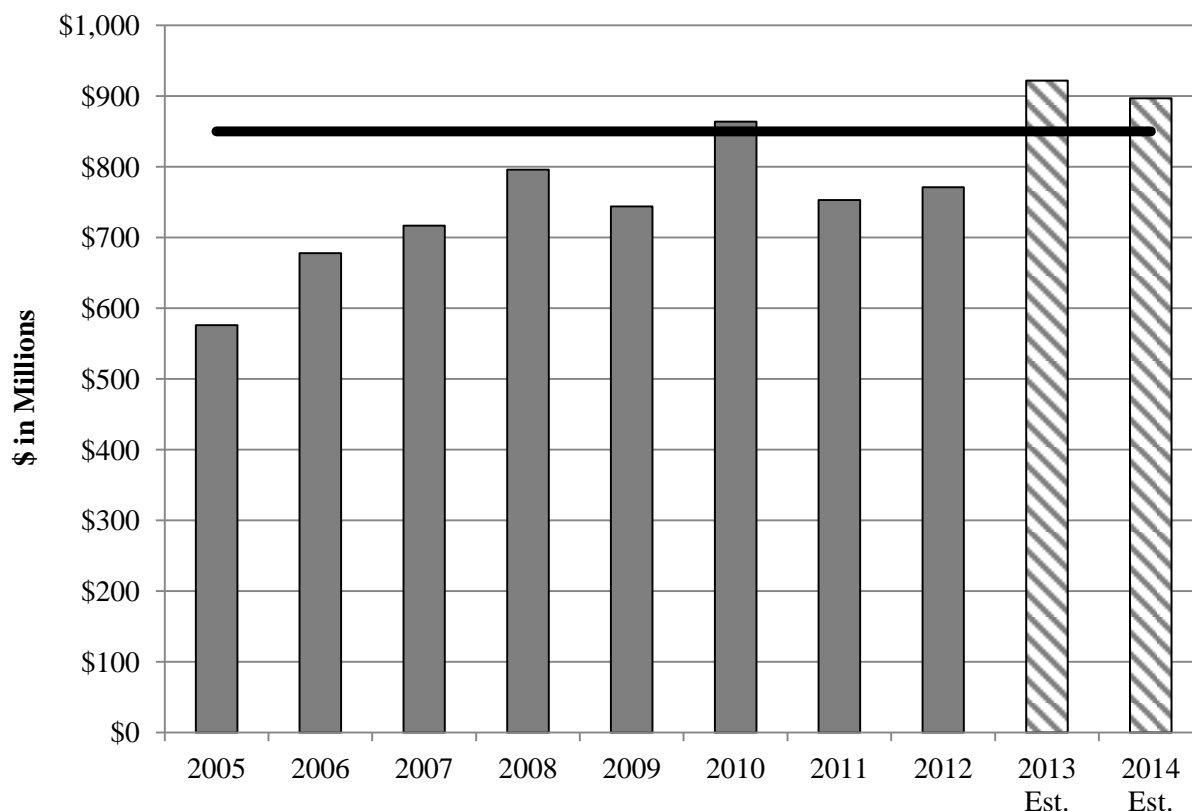


Source: Maryland Department of Transportation

2. Preserve and Enhance the Transportation System

Another TSO goal is to ensure the operational integrity of the transportation network. This goal provides that system preservation should be adequately funded at \$850.0 million in fiscal 2013. As shown in **Exhibit 2**, according to Managing for Results data, the level of system preservation funding in fiscal 2010 exceeded the goal, but the goal was not met in fiscal 2011 and 2012. In fiscal 2011, the level of system preservation funding declined due to the end of federal stimulus funding and revenue write downs. Fiscal 2012 increased slightly over the prior year, and funding for

Exhibit 2
System Preservation Funding
Fiscal 2005-2014



Source: Maryland Department of Transportation

fiscal 2013 and 2014 is projected to exceed the \$850.0 million goal. In the remaining years of the forecast period included in the *Consolidated Transportation Program* (CTP), system preservation funding is projected at an average annual amount of \$792.3 million, well short of the funding goal. **MDOT should discuss the impact that reduced system preservation funding would have on the transportation network and its users should the lower forecasted funding levels come to pass.**

Proposed Budget

As shown in **Exhibit 3**, the fiscal 2014 allowance for TSO increases by a net \$431,000 over the current year working appropriation.

Exhibit 3
Proposed Budget
MDOT – The Secretary's Office
(\$ in Thousands)

| How Much It Grows: | <u>Special Fund</u> | <u>Federal Fund</u> | <u>Total</u> |
|----------------------------|--------------------------------|--------------------------------|---------------------|
| 2013 Working Appropriation | \$70,221 | \$9,300 | \$79,522 |
| 2014 Allowance | <u>70,923</u> | <u>9,089</u> | <u>80,011</u> |
| Amount Change | \$701 | -\$212 | \$490 |
| Percent Change | 1.0% | -2.3% | 0.6% |
| Contingent Reductions | -\$59 | \$0 | -\$59 |
| Adjusted Change | \$642 | -\$212 | \$431 |
| Adjusted Percent Change | 0.9% | -2.3% | 0.5% |

Where It Goes:

Personnel Expenses

| | |
|---|-------|
| Retirement contributions | \$551 |
| Annualized general salary increase | 233 |
| Employee and retiree health insurance (net of across-the-board health savings reductions).... | 101 |
| Workers' compensation assessment..... | 57 |
| Additional assistance..... | -30 |
| Vacant positions reset to base | -216 |
| Turnover adjustments..... | -236 |
| Other fringe benefit adjustments | 1 |

Executive Department

| | |
|---|------|
| Cost for contract litigation unit at the Office of the Attorney General (OAG) | 102 |
| Replacement of four vehicles..... | 70 |
| Consultant contract for position appraisal methodology study | 50 |
| Fuel and utilities | 38 |
| Educational internship program at fiscal 2012 level | 30 |
| Building maintenance contract..... | 29 |
| Employee tuition reimbursement at fiscal 2012 level | 10 |
| Non-Department of General Services rent | -193 |

Statewide Cost Allocations

| | |
|-------------------------------------|-----|
| Retirement administrative fee | 47 |
| OAG administrative fee | -66 |

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Where It Goes:

| | |
|---|------|
| Department of Information Technology service allocation | -230 |
| Statewide Personnel System allocation..... | -697 |

Office of Transportation Technology Services

| | |
|---|------|
| Department of Budget and Management paid telecommunications | 906 |
| Software acquisitions | 556 |
| Telecommunications lines contract..... | -34 |
| Computer maintenance contracts | -167 |
| Contractual services for mainframe maintenance | -257 |

Operating Grants-in-aid

| | |
|---|------|
| Metropolitan Planning Organizations | -238 |
| Payments in lieu of taxes..... | 20 |
| Other..... | -6 |

| | |
|--------------|--------------|
| Total | \$431 |
|--------------|--------------|

Note: Numbers may not sum to total due to rounding.

Personnel

Personnel-related expenditures in the fiscal 2014 allowance increase by a net \$461,000 over the current year working appropriation. The largest increases comprise retirement contributions (\$551,000). Contribution rates for regular employees, teachers, State Police, and Law Enforcement Officers pension plans increase in fiscal 2014. The rate increases are attributable to underattaining investment returns, adjusting actuarial assumptions, and increasing the reinvestment of savings achieved in the 2011 pension returns. Other changes include annualization of the general salary increase (\$233,000), and employee and retiree health insurance contributions (\$101,000). These increases are partially offset by increased turnover (-\$236,000) and the resetting of salaries of vacant positions to base (-\$216,000).

Statewide Cost Recovery

Statewide cost recovery allocations decreased by a net \$946,000 in the fiscal 2014 allowance. Other than an increase of \$47,000 in the retirement administration allocation, the remaining allocations all decreased in the allowance.

Office of Transportation Technology Services

The fiscal 2014 allowance for the Office of Transportation Technology Services increases by a net \$1 million over the current year working appropriation. Telecommunications costs, paid through the Department of Budget and Management, increase by \$906,000, and software acquisition costs increase by \$556,000. These increases are partially offset by decreases for telecommunication lines, computer maintenance, and mainframe maintenance contracts.

Operating Grants-in-aid

Operating grants-in-aid decrease by \$217,630 in fiscal 2014, largely due to decreased federal funds to metropolitan planning organizations based upon need. This decrease is partially offset by an increase of \$20,378 in payment in lieu of taxes to Baltimore City based upon updated property information and agreements. **Exhibit 4** provides a summary of the operating grants-in-aid.

Exhibit 4 Recipients of Operating Grants-in-aid Fiscal 2014

| <u>Grant Recipient</u> | <u>Special Funds</u> | <u>Federal Funds</u> | <u>Total Funds</u> |
|--|----------------------|----------------------|---------------------|
| Cumberland MPO | \$9,940 | \$79,517 | \$89,457 |
| Salisbury MPO | 14,722 | 117,777 | 132,499 |
| Hagerstown MPO | 24,402 | 195,217 | 219,619 |
| Baltimore MPO | 581,951 | 4,655,608 | 5,237,559 |
| Wilmington MPO | 11,717 | 93,733 | 105,450 |
| Washington MPO | 493,368 | 3,946,940 | 4,440,308 |
| Tri-County Planning Organization | 50,000 | 0 | 50,000 |
| DBED (to support the Appalachian Regional Commission) | 155,000 | 0 | 155,000 |
| Maryland Department of Planning | 258,000 | 0 | 258,000 |
| Payments in Lieu of Taxes | 1,123,928 | 0 | 1,123,928 |
| Baltimore City – Marine Fire Suppression Services | 1,399,940 | 0 | 1,399,940 |
| Total | \$4,122,968 | \$9,088,792 | \$13,211,760 |

DBED: Department of Business and Economic Development

MPO: Metropolitan Planning Organizations

Source: Maryland Department of Transportation

Budget Reconciliation and Financing Act of 2013

House Bill 102, the Budget Reconciliation and Financing Act of 2013 contains a provision transferring \$15.4 million from the local income tax reserve account to a special fund in MDOT for the purpose of providing transportation grants to municipalities.

PAYGO Capital Program

Program Description

TSO's capital program has historically consisted of projects that support the preservation of MDOT's headquarters systems and air quality initiatives in the Baltimore/Washington metropolitan areas. TSO provides capital grants to public and private entities for transportation-related purposes.

Fiscal 2013 to 2018 CTP

The fiscal 2014 allowance for TSO's capital program totals \$100.4 million, an increase of \$13.3 million over the fiscal 2013 working appropriation. Included in the allowance is a \$15.4 million appropriation to be distributed to municipal governments as transportation grants using the highway user revenue formula, contingent upon enactment of legislation authorizing the use of funds from the local income tax reserve account. **Appendix 7** shows funding by municipality.

System preservation project funding is the largest component of the TSO capital program, as shown in **Exhibit 5**. The largest system preservation projects are:

- \$5.5 million for business and capital support at Baltimore/Washington International Thurgood Marshall airport;
- \$3.9 million for network hardware and software replacements costs;
- \$3.4 million for consultant contracts; and
- \$2.9 million for transit-oriented development (TOD).

Exhibit 5
The Secretary's Office Major Projects
Fiscal 2014
(\$ in Millions)

| <u>Jurisdiction</u> | <u>Project Description</u> | <u>2014</u> | <u>Total Cost</u> | <u>Six-Year Total</u> |
|-------------------------------------|--|--------------------|--------------------------|------------------------------|
| Projects | | | | |
| Baltimore City | Baltimore Rail Intermodal Facility | \$15.0 | \$30.0 | \$30.0 |
| Prince George's County | Construction/reconstruction of relocated Virginia Manor Road | 7.0 | 30.0 | 30.0 |
| Statewide | D&E: Susquehanna River Bridge replacement (HSIPR and ARRA) | 4.0 | 22.0 | 22.0 |
| Statewide | D&E: New B&P Tunnel (ARRA) | 20.0 | 60.0 | 60.0 |
| Subtotal – Projects | | \$46.0 | \$142.0 | \$142.0 |
| Ongoing | | | | |
| Statewide | Transportation Emissions Reduction Program | \$3.9 | n/a | \$26.0 |
| Statewide | System Preservation and Minor Projects | \$26.4 | n/a | \$113.4 |
| Statewide | Bikeways Network Program | \$6.9 | n/a | \$10.0 |
| Statewide | Transportation grants to municipalities | \$15.4 | n/a | \$15.4 |
| Statewide | Capital Salaries | \$1.9 | n/a | \$12.4 |
| Subtotal – Ongoing | | \$54.5 | -- | \$177.2 |
| Total – Projects and Ongoing | | \$100.5 | \$142.0 | \$319.2 |

ARRA: American Recovery and Reinvestment Act of 2009

B&P: Baltimore and Potomac

D&E: development & evaluation

HSIPR: High Speed Intercity Passenger Rail Program

Source: Maryland Department of Transportation, 2012-2017 *Consolidated Transportation Program*

Cash Flow Analysis – Fiscal 2013 Changes

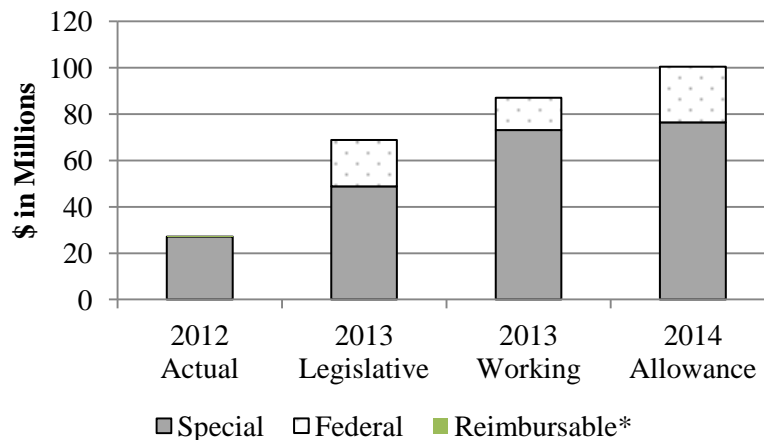
The fiscal 2013 working appropriation increases \$18.3 million compared to the legislative appropriation as shown in **Exhibit 6**. Cash flow changes reduce Development and Evaluation Program projects by a net \$9.0 million, comprising a \$1.0 million increase for the Susquehanna River Bridge replacement offset by a \$10.0 million decrease for the new Baltimore & Potomac (B&P) tunnel. Major projects increase by a net \$8.2 million, comprising increases to the Virginia Manor Road reconstruction

(\$8.0 million) and Transportation Emissions Reduction Program (\$1.1 million), partially offset by an \$875,000 decrease in the Bikeways Network Program.

System preservation and minor project funding increases by a net \$19.0 million with the largest changes comprising:

- \$4.0 million MD 695 at Broening Highway grant (new);
- \$2.5 million Baltimore Rail Intermodal Facility planning grant (new);
- \$2.0 million I-95/Forestville Road ramp improvement grant (new);
- \$1.8 million Baltimore rail study (new);
- \$1.7 million Canton Railroad grant (new);
- \$1.7 million TOD Implementation (increase);
- \$1.6 million real estate services (increase);
- \$1.6 million Towson Circle grant (new); and
- -\$3.0 million MBE disparity study (removed).

Exhibit 6
Cash Flow Changes
Fiscal 2012-2014



* Fiscal 2012 includes \$72,000 in reimbursable funds which do not show up due to the small nature of the chart.

Source: Maryland Department of Transportation, 2013-2018 *Consolidated Transportation Program*

Cash Flow Analysis – Fiscal 2013 to 2014 Changes

The fiscal 2014 allowance increases \$13.3 million over the current year working appropriation. New projects added \$30.4 million and comprise the Baltimore Rail Intermodal Facility (\$15.0 million) and the transportation grants to municipalities (\$15.4 million.) Major project cash flow changes result in a net decrease of \$500,000 and comprise decreases to the Virginia Road Manor reconstruction project (-\$16.0 million) and the Transportation Emissions Reduction Program (-\$1.3 million), partially offset by increases to the new B&P tunnel (\$10 million), the Bikeways Network Program (\$3.8 million), and the Susquehanna River Bridge replacement (\$3.0 million.) Funding for system preservation and minor projects decrease by a net \$16.6 million with major reductions comprising:

- \$4.0 million MD 695 at Broening Highway grant (removed);
- \$2.5 million Maryland Bike Share Program (removed);
- \$2.5 million Baltimore Rail Intermodal Facility planning grant (removed);
- \$2.0 million I-95/Forestville Road ramp improvement grant (removed);
- \$1.8 million Baltimore rail study (removed);
- \$1.7 million Canton Railroad grant (removed); and
- \$1.2 million Towson Circle grant (reduced).

Projects Added to the Construction Program

One project, the Baltimore Rail Intermodal Facility, was added to the construction program at a total cost of \$32.5 million, including a \$2.5 million grant for planning included in system preservation and minor projects.

Projects Added to the Development and Evaluation Program

One project, the Susquehanna River Bridge, was added to the construction program at a total cost of \$22.0 million.

Issues

1. Plan for Intermodal Facility Moves Forward at New Location

Background

In 2009, the State created a statewide freight plan which outlined policies and projects to promote the efficient movement of goods. Over \$30 billion in public and private projects were identified to meet the projected 75% growth in freight movement and economic growth by 2030. One project identified was the relocation and construction of a new CSX Intermodal Facility to facilitate and support intermodal freight (truck and rail) transportation. For a facility to be effective, it needs to be located near existing rail, port, airport, and highway infrastructure in the Baltimore/Washington metropolitan region.

While the State is looking at a new intermodal facility, simultaneously CSX is working on a broader capital improvement program called the National Gateway to increase capacity on its rail lines through double stacking. To accomplish this, CSX is looking at upgrading tracks, equipment and facilities, and providing clearance to allow double-stack intermodal trains. CSX has worked with other state governments to advance this project, and it has also received federal stimulus funding for the program.

Maryland Context

In May 2009, MDOT and CSX entered into a memorandum of understanding, agreeing that the State and CSX would work to construct a new intermodal facility by November 3, 2014. To help expand its market capacity and to utilize double stacking, CSX is working with MDOT to move to a site south of the Howard Street tunnel so that it can access its emerging national double-stack network. The Howard Street tunnel does not have the height necessary to accommodate double stacking, and reconstructing the Howard Street tunnel is cost prohibitive. MDOT and CSX identified certain characteristics that are needed for the intermodal facility which include 70 contiguous acres, south of the Howard Street Tunnel, on the CSX mainline, close to a highway, and of the right shape and configuration. In the 2009 agreement with CSX, the project cost was estimated to be \$150 million, and it was agreed that the State would contribute 50% of the funding, not to exceed \$75 million.

In March 2011, MDOT and CSX identified four candidate sites and began the federal process outlined in the National Environmental Policy Act (NEPA), which would make the project federal aid eligible. Cost estimates based on these sites ranged from \$140 to \$325 million, and there was community opposition to several of the sites being evaluated.

New Location and Lower Cost

In the spring of 2012, the mayor of Baltimore indicated that Baltimore City was prepared to serve as the site for the intermodal facility. CSX explored possible locations, and with the concurrence of MDOT, selected the CSX-owned Mount Clare Yard in southwest Baltimore City as

the location for the new facility. While the lift capacity at the Mount Clare Yard site would be substantially lower than at the four sites previously considered (85,000 vs. 200,000 annual lifts), the estimated project cost is also lower (\$90 million to \$95 million), and the project can be completed by spring 2015.

In September 2012, MDOT sought and was granted budget committee approval to provide CSX with a \$2.5 million grant for preliminary planning for the intermodal facility and subsequently executed an interim project agreement outlining the roles and responsibilities of each party. The State's financial commitment is \$32.5 million plus the costs of any environmental remediation on land contributed to the project by the State and by Baltimore City. Baltimore City will not contribute to the overall funding. MDOT is obligated by its agreement to work with CSX to maximize tax abatements and credits, Brownfield incentives, and utility discount opportunities.

Federal aid is no longer being sought for the project so that the lengthy NEPA process can be avoided. However, CSX is to identify priority projects in Maryland that total in excess of \$15 million for which MDOT has agreed to make a good faith effort to secure federal funding by December 31, 2013. Should the State not be able to secure federal funding for these projects, CSX may void the agreement and cancel the intermodal project. Additionally, the parties each have the option of exiting the agreement if certain milestones are not achieved or if cost estimates revised during the process are not to their liking.

Phase I – Planning is expected to be completed by April 2013 and provide the initial cost update to be used to decide whether or not to proceed with the project. Phase II – Permitting is expected to be completed by September 2013, and include a further cost update and environmental remediation cost estimate. MDOT and CSX will have 45 days for review to again decide whether or not to proceed. Phase III – Construction would begin in September 2013 and finish in May 2015.

MDOT has included \$15 million in each fiscal 2014 and 2015 in the CTP for this project. The fiscal 2014 funds would be released only after the decision to proceed is made upon completion of Phase II. The fiscal 2015 funds would then be released July 2014.

Committee narrative is included in the Recommended Actions section of this analysis requesting status reports on cost estimates as the project progresses.

MDOT should update the committees on the current status of this project.

Operating Budget Recommended Actions

1. Add the following language to the special fund appropriation:

, provided that no more than \$4,122,968 of this appropriation may be expended for operating grants-in-aid, except for:

- (1) any additional special funds necessary to match unanticipated federal fund attainments;
or
- (2) any proposed increase either to provide funds for a new grantee or to expand funds for an existing grantee; and

Further provided that no expenditures in excess of \$4,122,968 may occur unless the department provides notification to the budget committees to justify the need for additional expenditures due to either provision (1) or (2) above, and the committees provide review and comment or 45 days elapse from the date such notification is provided to the committees.

Explanation: This annual language caps the level of special funds provided for operating grants-in-aid. The cap may be increased to match unanticipated federal dollars or to provide new or expanded grant funding upon notification to the budget committees.

| Information Request | Author | Due Date |
|--|---------------------------------------|-----------------|
| Explanation of need for additional special funds for operating grants-in-aid | Maryland Department of Transportation | As needed |

PAYGO Budget Recommended Actions

1. Strike the following language from the special fund appropriation:

~~, provided that \$15,379,979 of this appropriation shall be contingent on the enactment of legislation authorizing the use of funds from the local income tax reserve account to provide transportation grants to municipal governments. Further provided that \$15,379,979 of these funds shall be allocated as provided in Section 8-405 of the Transportation Article~~

Explanation: Technical amendment reflecting reduction made to the appropriation.

2. Add the following language to the special fund appropriation:

, provided that no funds may be expended by the Secretary's Office for any system preservation or minor project with a total project cost in excess of \$500,000 that is not currently included in the fiscal 2013-2018 Consolidated Transportation Program except as provided below:

- (1) the Secretary shall notify the budget committees of any proposed system preservation or minor project with a total project cost in excess of \$500,000, including the need and justification for the project, and its total cost; and
- (2) the budget committees shall have 45 days to review and comment upon the proposed system preservation or minor project.

Explanation: This language provides legislative oversight of grants exceeding \$500,000 that are not listed in the current Consolidated Transportation Program.

| Information Request | Author | Due Date |
|--|---------------------------------------|-----------------|
| Notification of the intent to fund a capital grant exceeding \$500,000 that is not listed in the current Consolidated Transportation Program | Maryland Department of Transportation | As needed |

- | | <u>Amount
Reduction</u> |
|--|------------------------------------|
| 3. Delete funding for transportation grants to municipal governments. Provision of transportation grants to municipal governments should be made as part of a comprehensive transportation revenue and spending package. | \$ 15,379,979 SF |
| 4. Adopt the following narrative: | |

Baltimore Rail Intermodal Facility Milestone Status Reports: The committees request that the Maryland Department of Transportation (MDOT) submit status reports:

- at the conclusion of Phase I of the Baltimore Rail Intermodal Facility project (currently scheduled for April 2013) summarizing the updated project cost estimate and indicating whether or not the parties have agreed to proceed with the project; and
- at the conclusion of Phase II of the project (currently scheduled for September 2013) summarizing the updated project cost estimates, estimated environmental mitigation costs for each party, and whether or not the parties have agreed to proceed with the project.

| Information Request | Author | Due Date |
|--|--------|---|
| Status reports summarizing cost estimates and decisions on whether or not the project will proceed | MDOT | At the conclusion of Phase I At the conclusion of Phase II |
| Total Special Fund Reductions | | \$ 15,379,979 |

Updates

1. Update on Transit-oriented Development Projects

Background

The Office of Real Estate in TSO is responsible for disposing of excess land owned by MDOT, as well as promoting development around transit stations and port-related development. TOD projects to create high density, livable, and walkable neighborhoods around transit stations. Chapter 122 of 2008 codified the department's TOD activities and allowed for the Secretary to designate a TOD with other State agencies and local governments or multi-county agencies with land use and planning responsibility for the relevant area.

Project Overview

The Department of Legislative Services (DLS) and MDOT developed an administrative process for the reporting and oversight for TOD projects. MDOT submitted a report in September 2012 that highlighted a number of TOD projects. Following is a summary of those projects.

- **Savage Maryland Area Regional Commuter (MARC) Station:** The Savage MARC station TOD project will be located on a 12.7-acre lot that is owned by MDOT. MDOT transferred 10.2 acres (valued at \$3.3 million) to the developer in return for the construction of a new MTA-owned commuter garage on the 2.5-acre portion of the site retained by the State. The remaining cost of the garage, \$14.0 million, will be supported by a local tax increment financing (TIF) issuance to be supported by the local real estate tax increment generated on the privately owned portion of the site. Howard County has approved a TIF ordinance for the project. It is estimated that a \$14.0 million bond supported by the TIF for the construction of an onsite commuter garage will be issued. Due to challenges associated with market conditions, the developer has found it necessary to delay the project and seek additional investor partners. MDOT is reviewing the proposed changes that would result to the project and associated development agreements and anticipates seeking Board of Public Works (BPW) approval of amendments to the Master Development Agreement (MDA) after submitting the proposals for review by the budget committees.
- **Owings Mills Baltimore Metro Station:** In July 2005, BPW approved a development agreement that provided for the construction of a mixed use development in several phases where surface parking lots had once been. The developer pays ground rent payments to MDOT, and the developer is also required to construct two parking garages. MDOT committed to contribute \$15.1 million, and Baltimore County committed \$13.1 million for the project. MDOT does not anticipate any additional State funding. The developer broke ground on the construction of the community college, library, and the first private development phase in 2012. Construction of the second garage is expected to begin soon.

- **State Center Complex:** The Department of General Services owns the 28-acre land that comprises the State Center complex. In 2005, a request for qualifications (RFQ) was issued, and a development team was selected. On June 3, 2009, the MDA was passed by BPW. Shortly thereafter, the General Assembly had members appointed to the State Center Executive Committee, and the Maryland Stadium Authority was added as well. On July 28, 2010, BPW approved the ground rent and office space lease payments as well as the construction of a 928-space State parking garage costing \$28.2 million. The State can terminate the developer's contract in exchange for reimbursement of the developer's unpaid costs from December 2007 to a certain point in the project. On December 16, 2011, 15 corporate entities filed suit against the State to halt the project. In a decision released January 17, 2013, the court found that the State did not follow procurement law and voided the Master Development Agreement and ground leases. The State is considering whether to appeal the ruling.
- **Odenton MARC Station:** A development team for the project was selected in September 2007 by MDOT and Anne Arundel County. The project has been in the planning phase since then, with discussions of concept and business plans to begin in the near future. MDOT hopes to seek BPW approval for an MDA during fiscal 2013. The terms of a contract have not been finalized; however, the contract will likely include a commuter parking garage, the sale or lease of land by the county and State, and a local TIF to support the construction of the public infrastructure and garage. The parties are continuing to work through the pre-development process in the expectation of reaching terms for a MDA during fiscal 2013.
- **Laurel MARC Station:** MDOT had entered into a negotiating agreement with a developer in June 2004; however, that agreement expired in June 2008 without the parties reaching an agreement. MDOT issued a request for proposals in June 2009 and is in negotiations with the Patriot Group. MDOT hopes to have a MDA approved by BPW during fiscal 2013. The agreement will likely include the sale or long-term lease of an MDOT-owned parking lot in exchange for a parking garage and a mixed use TOD.
- **Reisterstown Plaza Metro:** The United States General Services Administration (GSA) has announced that the Reisterstown Plaza location is the preferred site for a new location for the Social Security Administration (SSA). BPW approved the disposition of the land at its August 26, 2009 meeting. GSA entered an agreement with a private developer who will own the property, construct a 538,000 rentable square foot building and 1,076-space parking garage on the property, and lease it back to the federal government for SSA's use. Construction is underway.
- **Aberdeen:** The Aberdeen TOD is in the planning stage with MDOT's property holdings limited in the area. Therefore, MDOT's activities have focused on working with the city of Aberdeen to define and pursue a TOD strategy. MDOT continues to work with the city on a vision and has committed State funds totaling \$255,000 toward the project. MDOT will continue to evaluate real estate development opportunities that support the city's TOD vision.

- **Westport Light Rail Station in Baltimore City:** This is a privately financed project, and MDOT does not own any significant property in the area. MDOT is currently considering a request to provide financial support for improvements to the transit station and for a pedestrian overpass that would enable access to the TOD over the existing CSX rail tracks. In 2011, MDOT agreed, in principle, to provide a \$310,000 grant as a match to a \$516,000 federal grant received by Baltimore City. MDOT anticipates finalizing the grant in fiscal 2013.
- **White Flint Metro Station in Montgomery County:** In March 2012 the Montgomery County Executive and MDOT jointly designated the White Flint Metro Station as a TOD. The TOD area includes properties located within the Montgomery County White Flint Sector Plan that are also within 1/2 mile of the existing and planned entrances to White Flint Metro Station. The White Flint Sector Plan is a land-use plan to increase density surrounding the White Flint Metro Station and increase the transit mode share of the area. On June 6, 2012, BPW approved the sale of 3.7 acres of excess State property for \$23.5 million. MDOT received \$2.2 million in funds from the sale and dedicated \$21.3 million of the proceeds to fund TOD-supportive infrastructure in White Flint. MDOT/SHA are also working with another developer to extinguish an SHA easement which is no longer needed on the property.

MDOT's report also includes TOD projects at Washington Metropolitan Area Transit Authority (WMATA) owned stations. Following is an update of those projects in which MDOT is in a supporting role.

- **Branch Avenue Metro Station:** WMATA owns 33 acres at the WMATA Branch Avenue Metro Station, which is in the predevelopment planning phase for a TOD. WMATA has completed a station vision plan, and the site has been marketed to GSA. SHA is also designing bicycle, pedestrian and vehicular access improvements to the Branch Avenue Station, a project which pre-dates the TOD designation. Right-of-way and design funding of \$5.7 million are included in the CTP for fiscal 2013, with an additional \$3.4 million program for engineering and right-of-way in fiscal 2013-16.
- **Naylor Road Metro Station:** WMATA owns 10 acres of surface parking at the Naylor Road Metro Station, and TOD predevelopment activities are underway for the WMATA site. To achieve the type of TOD envisioned by Prince George's County, SHA has initiated planning for traffic calming and bicycle and pedestrian access improvements along MD 5. The fiscal 2013 CTP programmed \$2.5 million for planning and design of the streetscape improvements.
- **New Carrollton Metro Station:** During fiscal 2011, WMATA and MDOT approved an agreement to jointly issue a RFQ to identify a team to plan and develop a TOD project on 25 acres of WMATA property and 16 acres of adjacent MTA-owned property at the New Carrollton Station. A developer was selected in June 2011. The developer is working with WMATA, MDOT, and Prince George's County to create a development plan that is consistent with the county's vision and addresses infrastructure needs. Ultimately, the plan would be to sell or lease the transit agency property around the station to the development

team for a mixed use development. In December, WMATA approved a Joint Development Agreement for the project. MDOT and the development team will negotiate an agreement addressing the State-owned land, which is expected to be a later phase of the project. MDOT has committed \$350,000 in pre-development funding from the CTP TOD budget.

- **Wheaton Metro Station:** During fiscal 2010, Montgomery County and WMATA entered into an agreement to jointly solicit for a development team to develop a TOD on 8.2 acres of properties owned by WMATA and Montgomery County surrounding the station. A developer was selected to begin working on a development plan. However, the county is re-evaluating its approach to the project. MDOT will continue to play a supporting role.
- **Shady Grove Metro Station:** Montgomery County is considering redevelopment of 90 acres of county property next to the Shady Grove Metro Station as a TOD. A developer has been selected for the site. WMATA owns approximately 60 acres surrounding the Shady Grove Metro Station, some of which could be redeveloped as a TOD. MDOT/SHA are working to identify excess MDOT properties that may accommodate needed relocation of some Montgomery County facilities to free up the county land for redevelopment. The State clearing house process would be used to make such property available to Montgomery County.
- **Twinbrook Metro Station:** Approximately 10 years ago, WMATA initiated a TOD joint development project at Twinbrook. The first phase was completed; however, the recession and changing market conditions slowed the project. WMATA and the developer renegotiated aspects of the agreement. The developer broke ground on Phase 2 of the development in summer 2011. MDOT continues to work with WMATA and the developer to explore strategies to support completion of the project.

Current and Prior Year Budgets

Current and Prior Year Budgets MDOT - The Secretary's Office (\$ in Thousands)

| | <u>General Fund</u> | <u>Special Fund</u> | <u>Federal Fund</u> | <u>Reimb. Fund</u> | <u>Total</u> |
|----------------------------------|--------------------------------|--------------------------------|--------------------------------|-------------------------------|---------------------|
| Fiscal 2012 | | | | | |
| Legislative Appropriation | \$0 | \$66,355 | \$9,083 | \$0 | \$75,438 |
| Deficiency Appropriation | 0 | 0 | 0 | 0 | 0 |
| Budget Amendments | 0 | 530 | 0 | 0 | 530 |
| Reversions and Cancellations | 0 | -3,741 | -846 | 0 | -4,587 |
| Actual Expenditures | \$0 | \$63,145 | \$8,237 | \$0 | \$71,382 |
| Fiscal 2013 | | | | | |
| Legislative Appropriation | \$0 | \$69,992 | \$9,300 | \$0 | \$79,292 |
| Budget Amendments | 0 | 230 | 0 | 0 | 230 |
| Working Appropriation | \$0 | \$70,221 | \$9,300 | \$0 | \$79,522 |

Note: Numbers may not sum to total due to rounding.

Note: Numbers may not sum to total due to rounding.

Fiscal 2012

The fiscal 2012 budget for TSO closed out \$4.1 million lower than the legislative appropriation. Budget amendments added special funds totaling \$530,313 for the \$750 one-time employee bonuses (\$228,382) and to fund MDOT activities in support of the State Police in purchasing replacement Medevac helicopters. This increase was more than offset by special and federal fund cancellations. Vacancies and health insurance savings account for \$1.1 million of the \$3.7 million special fund cancellation, with the remaining cancellation due to lower-than-budgeted usage of contractual services. The federal fund cancellation of \$846,000 resulted from lower than anticipated spending by local metropolitan planning organizations.

Fiscal 2013

The fiscal 2013 working appropriation is \$229,673 higher than the legislative appropriation due to a budget amendment adding funds for the general salary increase.

Audit Findings

| | |
|------------------------------|--------------------------------|
| Audit Period for Last Audit: | January 9, 2009 – July 4, 2011 |
| Issue Date: | November 2012 |
| Number of Findings: | 4 |
| Number of Repeat Findings: | 0 |
| % of Repeat Findings: | n/a |
| Rating: (if applicable) | n/a |

Finding 1: The Maryland Department of Transportation – Secretary's Office (MDOT) used various contracts, including contracts executed by State Highway Administration (SHA), to obtain services that were outside the scope of those contracts thereby circumventing State procurement regulations. The department agreed with the finding and related recommendations.

Finding 2: MDOT did not sufficiently verify the accuracy of certain data recorded in the Capital Program Management System (CPMS) by the modals. The department agreed with the finding and related recommendations.

Finding 3: MDOT did not adequately document or monitor user access to CPMS. The department agreed with the finding and related recommendations.

Finding 4: MDOT did not always require reimbursement requests for grant disbursements to be adequately supported. The department agreed with the finding and related recommendations.

**Object/Fund Difference Report
MDOT – The Secretary’s Office**

| <u>Object/Fund</u> | <u>FY 12 Actual</u> | <u>FY 13 Working Appropriation</u> | <u>FY 14 Allowance</u> | <u>FY 13 - FY 14 Amount Change</u> | <u>Percent Change</u> |
|---|-------------------------|--|----------------------------|--|---------------------------|
| Positions | | | | | |
| 01 Regular | 293.00 | 293.00 | 293.00 | 0.00 | 0% |
| 02 Contractual | 4.50 | 5.50 | 5.50 | 0.00 | 0% |
| Total Positions | 297.50 | 298.50 | 298.50 | 0.00 | 0% |
| Objects | | | | | |
| 01 Salaries and Wages | \$ 26,572,954 | \$ 27,697,911 | \$ 28,219,010 | \$ 521,099 | 1.9% |
| 02 Technical and Spec. Fees | 307,780 | 228,560 | 227,301 | -1,259 | -0.6% |
| 03 Communication | 1,384,978 | 1,909,618 | 2,825,890 | 916,272 | 48.0% |
| 04 Travel | 149,151 | 141,775 | 157,484 | 15,709 | 11.1% |
| 06 Fuel and Utilities | 355,256 | 330,767 | 368,375 | 37,608 | 11.4% |
| 07 Motor Vehicles | 144,609 | 60,813 | 133,526 | 72,713 | 119.6% |
| 08 Contractual Services | 26,874,219 | 32,280,513 | 31,536,033 | -744,480 | -2.3% |
| 09 Supplies and Materials | 220,834 | 241,993 | 214,110 | -27,883 | -11.5% |
| 10 Equipment – Replacement | 2,550 | 500 | 2,100 | 1,600 | 320.0% |
| 11 Equipment – Additional | 19,592 | 3,110 | 8,900 | 5,790 | 186.2% |
| 12 Grants, Subsidies, and Contributions | 12,147,012 | 13,476,842 | 13,301,760 | -175,082 | -1.3% |
| 13 Fixed Charges | 3,203,208 | 3,149,169 | 3,016,888 | -132,281 | -4.2% |
| Total Objects | \$ 71,382,143 | \$ 79,521,571 | \$ 80,011,377 | \$ 489,806 | 0.6% |
| Funds | | | | | |
| 03 Special Fund | \$ 63,144,999 | \$ 70,221,216 | \$ 70,922,585 | \$ 701,369 | 1.0% |
| 05 Federal Fund | 8,237,144 | 9,300,355 | 9,088,792 | -211,563 | -2.3% |
| Total Funds | \$ 71,382,143 | \$ 79,521,571 | \$ 80,011,377 | \$ 489,806 | 0.6% |

Note: The fiscal 2013 appropriation does not include deficiencies. The fiscal 2014 allowance does not include contingent reductions.

Fiscal Summary
MDOT – The Secretary’s Office

| <u>Program/Unit</u> | <u>FY 12 Actual</u> | <u>FY 13 Wrk Approp</u> | <u>FY 14 Allowance</u> | <u>Change</u> | <u>FY 13 - FY 14 % Change</u> |
|---|-------------------------|-----------------------------|----------------------------|----------------------|-----------------------------------|
| 01 Executive Direction | \$ 24,757,363 | \$ 26,484,300 | \$ 26,968,635 | \$ 484,335 | 1.8% |
| 02 Operating Grants-in-aid | 12,058,796 | 13,429,390 | 13,211,760 | -217,630 | -1.6% |
| 03 Facilities and Capital Equipment | 27,146,690 | 86,491,328 | 98,412,212 | 11,920,884 | 13.8% |
| 07 Office of Transportation Technology Services | 34,565,984 | 39,607,881 | 39,830,982 | 223,101 | 0.6% |
| 08 Major IT Development Projects | 0 | 602,000 | 2,008,550 | 1,406,550 | 233.6% |
| Total Expenditures | \$ 98,528,833 | \$ 166,614,899 | \$ 180,432,139 | \$ 13,817,240 | 8.3% |
| Special Fund | \$ 90,219,420 | \$ 143,264,544 | \$ 147,343,347 | \$ 4,078,803 | 2.8% |
| Federal Fund | 8,237,144 | 23,350,355 | 33,088,792 | 9,738,437 | 41.7% |
| Total Appropriations | \$ 98,456,564 | \$ 166,614,899 | \$ 180,432,139 | \$ 13,817,240 | 8.3% |
| Reimbursable Fund | \$ 72,269 | \$ 0 | \$ 0 | \$ 0 | 0.0% |
| Total Funds | \$ 98,528,833 | \$ 166,614,899 | \$ 180,432,139 | \$ 13,817,240 | 8.3% |

Note: The fiscal 2013 appropriation does not include deficiencies. The fiscal 2014 allowance does not include contingent reductions.

Budget Amendments for Fiscal 2013
Maryland Department of Transportation
The Secretary's Office – Operating

| <u>Status</u> | <u>Amendment</u> | <u>Fund</u> | <u>Justification</u> |
|----------------------|-------------------------|--------------------|-----------------------------|
| Approved | \$229,673 | Special | General salary increase |
| Total | \$229,673 | | |

Source: Maryland Department of Transportation

Budget Amendments for Fiscal 2013
Maryland Department of Transportation
The Secretary's Office – Capital

| <u>Status</u> | <u>Amendment</u> | <u>Fund</u> | <u>Justification</u> |
|----------------------|-------------------------|--------------------|------------------------------------|
| Approved | \$13,671 | Special | General salary increase |
| Pending | \$24,186,000 | Special | Adjusts the amended |
| | <u>-5,950,000</u> | Federal | appropriation to agree with the |
| | \$18,236,000 | | final fiscal 2013-2018 |
| | | | <i>Consolidated Transportation</i> |
| | | | <i>Program</i> |

Source: Maryland Department of Transportation

Municipal Transportation Grant Allocation

| <u>County</u> | <u>Municipality</u> | <u>Sum of Amount</u> |
|---------------------------|----------------------------|---------------------------------|
| Allegany | Barton | \$13,420 |
| | Cumberland | 527,466 |
| | Frostburg | 145,484 |
| | Lonaconing | 24,808 |
| | Luke | 4,120 |
| | Midland | 11,795 |
| | Westernport | 51,802 |
| Allegany Total | | \$778,893 |
| Anne Arundel | Annapolis | 663,077 |
| | Highland Beach | 5,581 |
| Anne Arundel Total | | \$668,658 |
| Calvert | Chesapeake Beach | 139,181 |
| | North Beach | 51,735 |
| Calvert Total | | \$190,916 |
| Caroline | Denton | 96,086 |
| | Federalsburg | 63,300 |
| | Goldsboro | 3,336 |
| | Greensboro | 34,947 |
| | Henderson | 1,750 |
| | Hillsboro | 3,156 |
| | Preston | 18,182 |
| | Ridgely | 54,510 |
| | Templeville Caroline | 404 |
| Caroline Total | | \$275,672 |
| Carroll | Hampstead | 99,571 |
| | Manchester | 94,617 |
| | Mount Airy - Carroll | 115,543 |
| | New Windsor | 31,387 |
| | Sykesville | 80,059 |
| | Taneytown | 120,778 |
| | Union Bridge | 29,235 |
| | Westminster | 322,558 |
| Carroll Total | | \$893,747 |

J00A01 – MDOT – The Secretary's Office

| <u>County</u> | <u>Municipality</u> | <u>Sum of Amount</u> |
|-------------------------|---------------------|--------------------------|
| Cecil | Cecilton | 9,372 |
| | Charlestown | 31,559 |
| | Chesapeake City | 15,640 |
| | Elkton | 208,745 |
| | Northeast | 45,125 |
| | Perryville | 74,846 |
| | Port Deposit | 7,020 |
| | Rising Sun | 38,716 |
| Cecil Total | | \$431,024 |
| Charles | Indian Head | 74,583 |
| | La Plata | 180,901 |
| Charles Total | | \$255,484 |
| Dorchester | Cambridge | 231,634 |
| | East New Market | 8,001 |
| | Hurlock | 48,921 |
| | Secretary | 12,019 |
| | Vienna | 11,411 |
| Dorchester Total | | \$311,986 |
| Frederick | Frederick | 1,016,760 |
| | Brunswick | 116,055 |
| | Burkittsville | 8,697 |
| | Emmitsburg | 55,896 |
| | Middletown | 91,821 |
| | Mt. Airy | 84,538 |
| | Myersville | 30,835 |
| | New Market | 22,342 |
| | Thurmont | 128,471 |
| | Walkersville | 113,438 |
| Woodsboro | | 29,906 |
| Frederick Total | | \$1,698,759 |
| Garrett | Accident | 13,225 |
| | Deer Park | 12,248 |
| | Friendsville | 16,815 |
| | Grantsville | 20,118 |
| | Kitzmiller | 22,030 |
| | Loch Lynn Heights | 21,475 |
| | Mountain Lake Park | 69,520 |
| | Oakland | 81,761 |

J00A01 – MDOT – The Secretary's Office

| <u>County</u> | <u>Municipality</u> | <u>Sum of Amount</u> |
|-------------------------|-----------------------------|--------------------------|
| Garrett Total | | \$257,194 |
| Harford | Aberdeen | 284,244 |
| | Bel Air | 221,868 |
| | Havre De Grace | 229,215 |
| Harford Total | | \$735,327 |
| Kent | Betterton | 12,394 |
| | Chestertown | 89,976 |
| | Galena | 11,221 |
| | Millington KC | 7,459 |
| | Rockhall | 39,565 |
| Kent Total | | \$160,616 |
| Montgomery | Somerset | 20,566 |
| | Brookeville | 3,828 |
| | Chevy Chase Section | 51,251 |
| | Chevy Chase Section III | 12,057 |
| | Chevy Chase Section V | 9,723 |
| | Chevy Chase Section View | 16,773 |
| | Chevy Chase Villiage | 39,420 |
| | Drummond | 1,907 |
| | Friendship Heights | 28,581 |
| | Gaithersburg | 740,675 |
| | Garrett Park | 18,825 |
| | Glen Echo | 6,721 |
| | Kensington | 42,628 |
| | Laytonsville | 7,203 |
| | Martins Addition | 12,992 |
| | North Chevy Chase | 9,615 |
| | Oakmont | 2,093 |
| | Poolsville | 97,544 |
| | Rockville | 1,117,350 |
| | Takoma Park MC | 200,314 |
| | Washington Grove | 17,057 |
| Montgomery Total | | \$2,457,125 |
| Prince George's | Berwyn Heights | 59,689 |
| | Bladensburg | 78,754 |
| | Bowie | 1,007,708 |
| | Brentwood | 43,069 |

J00A01 – MDOT – The Secretary's Office

| <u>County</u> | <u>Municipality</u> | <u>Sum of Amount</u> |
|------------------------------|------------------------|----------------------|
| | Capitol Heights | 64,146 |
| | Cheverly | 90,015 |
| | College Park | 252,774 |
| | Colmar Manor | 21,283 |
| | Cottage City | 20,962 |
| | District Heights | 90,725 |
| | Eagle Harbor | 7,298 |
| | Edmonston | 26,827 |
| | Fairmount Heights | 25,453 |
| | Forest Heights | 42,826 |
| | Glenarden | 72,777 |
| | Greenbelt | 214,062 |
| | Hyattsville | 216,395 |
| | Landover Hills | 25,160 |
| | Laurel | 336,868 |
| | Morningside | 24,250 |
| | Mount Rainier | 87,702 |
| | New Carrollton | 134,576 |
| | North Brentwood | 9,901 |
| | Riverdale | 85,388 |
| | Seat Pleasant | 52,841 |
| | University Park | 48,199 |
| | Upper Marlboro | 13,192 |
| Prince George's Total | | \$3,152,843 |
| Queen Anne's | Barclay | 2,837 |
| | Centreville | 72,137 |
| | Church Hill | 10,248 |
| | Millington QA | 269 |
| | Queenstown | 14,132 |
| | Sudlersville | 6,666 |
| | Templeville Queen Anne | 603 |
| Queen Anne's Total | | \$106,891 |
| St. Mary's | Leonardtown | 53,081 |
| St. Mary's Total | | \$53,081 |
| Somerset | Crisfield | 68,529 |
| | Princess Anne | 50,528 |
| Somerset Total | | \$119,057 |
| Talbot | Easton | 345,234 |

J00A01 – MDOT – The Secretary's Office

| <u>County</u> | <u>Municipality</u> | <u>Sum of Amount</u> |
|-------------------------|----------------------------|---------------------------------|
| | Oxford | 24,356 |
| | St. Michaels | 32,099 |
| | Trappe | 22,949 |
| Talbot Total | | \$424,637 |
| Washington | Boonsboro | 68,902 |
| | Clear Spring | 9,945 |
| | Funkstown | 18,859 |
| | Hagerstown | 722,882 |
| | Hancock | 43,804 |
| | Keedysville | 25,894 |
| | Sharpsburg | 22,680 |
| | Smithsburg | 55,167 |
| | Williamsport | 47,561 |
| Washington Total | | \$1,015,695 |
| Wicomico | Commonwealth of Delmar | 63,387 |
| | Fruitland | 111,837 |
| | Hebron | 25,260 |
| | Mardela Springs | 13,300 |
| | Pittsville | 41,948 |
| | Salisbury | 556,945 |
| | Sharptown | 27,052 |
| | Willards | 26,084 |
| Wicomico Total | | \$865,812 |
| Worcester | Berlin | 83,082 |
| | Ocean City | 298,068 |
| | Pokomoke City | 88,246 |
| | Snow Hill | 57,165 |
| Worcester Total | | \$526,562 |
| Grand Total | | \$15,379,979 |